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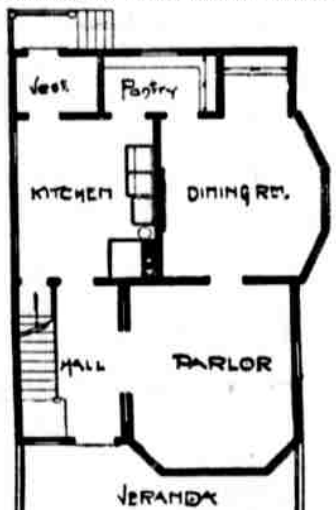
### A PICTURESQUE DESIGN.

Plans for a Home in the Colonial  
Style—Cost to Build, \$2,400.  
[Copyright, 1899, by George Hitchings, architect,  
1000 Flatbush Avenue, Brooklyn.]

This is a picturesque colonial home with floor plans of many convenient features. The exterior is simple, avoiding all unnecessary ornaments, relying upon beautiful lines for artistic effect. The group of three windows in the front gable and the piazza, with its colonial columns running across the front of the house, make the outside appearance very pleasing. There is no vestibule in this house. All of the space usually taken up by a

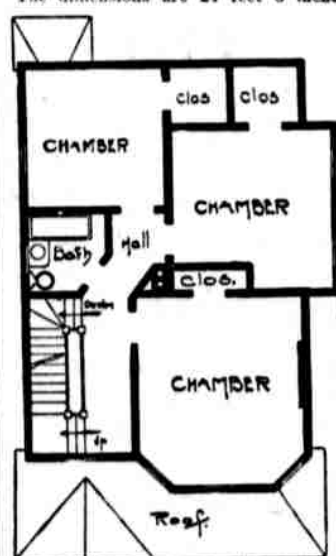


vestibule has been thrown into the main hall, making it much larger. The hall is 7 feet 6 inches wide by 12 feet deep. It is separated from the parlor by sliding doors. The parlor is 12 feet 6 inches wide by 15 feet deep and has four large windows. The dining room is 12 feet 6 inches square, with a large recess in which a buffet is built. The dining room is fitted up with a handsome wood mantel. The kitchen is 11 feet wide by 12 feet 6 inches deep, with all modern improve-



FIRST FLOOR PLAN.  
The pantry is fitted up with dressers, with glass doors above and drawers below.

There are three large chambers on the second floor. The front chamber is 13 feet by 14 feet 6 inches. The rear chamber is 12 feet by 12 feet 6 inches. The chamber back of the bathroom is 10 feet 6 inches by 11 feet. The bathroom has a tile floor and open plumbing. The attic has two finished rooms and a large open space for storage. The dimensions are 24 feet 6 inches



SECOND FLOOR PLAN.  
wide by 34 feet deep, not including the piazza. The foundation is built of 12 inches of brick below grade and 8 inches above grade. The exterior is covered with white pine level siding. The roof and gables are shingled. The cellar floor is concrete. The house is heated by hot air. Heights of ceilings: Cellar, 6 feet 6 inches; first floor, 10 feet; second floor, 9 feet 6 inches; attic, 8 feet. Cost to build complete, \$2,400.

Nuisance Created by City.  
Individual residents of a city who in compliance with law have connected their premises with a sewer system constructed by the city and deposit sewage therein cannot be held liable for damages for the discharge of such sewage by the operation of the sewer system on or near the premises of a complainant, thereby creating a nuisance. A municipal corporation, however, though authorized by statute to construct sewers, has no right to so construct its system as to discharge sewage on the lands of an individual or in such place that it flows on his lands and pollutes a water course thereon or otherwise creates a nuisance by which he suffers damages.—Carnichael et ux. Versus City of Texarkana, Ark., 94 Fed. Rep. (U. S.), 561.

Those wishing reliable horses, experienced drivers, new rigs, fair prices and courteous treatment should call at the Territory Stables. Their telephone number is Main 35. They deliver and call for rigs free of charge.

### Anglican Church

#### Work at Wailuku

Wailuku, Nov. 10.—At the urgent request of a number of the communicants of the Anglican church of Wailuku, Maui, Rev. Wm. Ault has now transferred his residence to Wailuku, and hereafter he will only hold services once a month at Lahaina. The friends of Rev. Mr. Ault have agreed to raise a fund to be used as his stipend.

Mrs. Dr. Weddick and Miss Hons have been around and succeeded in getting most of the prominent business men and church members of Wailuku and Kahului to subscribe liberally toward the clergy fund. This week a meeting was held and Mesdames Weddick, Marshall and Cox and Miss Hons were elected collectors and Jas. N. K. Keola treasurer. It is the intention of Rev. Mr. Ault in the future to raise a choir of ladies and gentlemen for church services and also to give entertainments for the benefit of the church.

### STOP AT LOS ANGELES

LOS ANGELES, Nov. 2.—The Los Angeles Juniors' association has induced the New York-Hawaiian Steamship company to agree to have its vessels touch at one of the Los Angeles ports. There will be a monthly service of these vessels from New York around Cape Horn to Los Angeles, thence to San Francisco and the Hawaiian Islands, and a duplicate return service.

Heretofore it has been necessary in making shipments by the Pacific Mail steamship line for Los Angeles merchants to pay the local tariff between Los Angeles and San Francisco, in addition to the steamer tariff, with the exception of a rate put into effect recently on westbound freight, whereby there is a rebate of the local railroad rate. But even under that condition the San Francisco merchants have had an advantage of several days in the receipt of their goods. Under the new arrangements Los Angeles will have every advantage any other city has, and the freight rate will be considerably under that of the railroads.

It has been the belief that the Pacific Mail has kept out of Los Angeles through some agreement with the Southern Pacific railroad, with which it has been closely allied, and the recent report that the steamship line and the railroad are about to pass under separate management may imply that the steamship owners will hereafter consult their own interests rather than the interests of the railroad. This would be to the benefit of Los Angeles.

### SOLACE A MAN OF WAR.

The navy transport Solace has been called a hospital ship, an army transport, a collier and "any old thing," whereas as a matter of fact she carries three 6-pound guns, a marine guard of 32 men and is therefore classed as a man of war. Unlike other war vessels, however, these guns are in charge of the marine guard.

The marine guard are under the command of First Lieut. Rittenhouse and his able second, Lieut. Lynch. The marine guard are recruits and Lieut. Rittenhouse is utilizing the stay in Honolulu to whip them into shape. He waived them to Waikiki in an hour on Saturday and today is trying to beat the record drill at Waikiki.

Lieut. Rittenhouse was in China with the Solace during the late trouble and is very proud of American marine service. He says that in China they were conceded to rank as the equal of the Royal marines of the British navy the picked men of the British service.

### UNION AND UN-UNION SAILORS.

Although announced to sail Friday last the ship Star of Russia if still here unable to get a crew. The war between union and non-union sailors is the cause. The captain of the Star of Russia insisted upon employing a non-union crew and a "crimp" McCarthy was given the order to supply the men. When the complement of men were shipped and before the vessel could get to sea the sailors union enticed the men ashore and the Star of Russia was out a round can in commission. The ship has now pulled out into the stream with a guard on board and will make a desperate effort to hold a non-union crew.

Masters of ships are sighing for the good old days when after a man had signed shipping articles if he went ashore he became a deserter and could be arrested and put on board again.

Naval Constructor Thomas F. Ruhl, who was recently sent to succeed Naval Constructor Hobson on the Asiatic station, was arrested the other day near Kure by the Japanese police who thought he was a deserter from the Oregon. The magistrate apologized for the blunder of the policeman and took the naval officer home to dinner.

Christine Nilsson cherishes in a unique way memories of her triumphs on the musical stage. One of her rooms is papered with leaves of music taken from the various operas in which she appeared, and another with receipted dinner checks and hotel bills made out in the name of the great singer during her professional wandering.

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